

HOLLOMAN AIR FORCE BASE, NEW MEXICO

AIR SHOW

THUNDER OVER
THE BASIN



Liberty takes Flight

COMMUNITY
APPRECIATION DAY
AND OPEN HOUSE

FREE ADMISSION TO THE PUBLIC

April 17, 2005 - Gates open at 8:30 a.m.

Vision Ford

Page 2

Welcome to our Open House

by Brig. Gen. Kurt Cichowski
49th Fighter Wing commander

On behalf of the men and women of Team Holloman, welcome to Holloman Air Force Base and our Community Appreciation Day and Open House.

It's been more than two years since our last air show, and we've brought in some outstanding demonstrations and displays to highlight America's Air Force. This year's air show features an impressive lineup of aerobatics and state-of-the-art military hardware. The U.S. Air Force Thunderbirds will thrill you with their precision flight formations, tight turns and solo routines. You'll see the U.S. Army Golden Knights perform precision aerial maneuvers while falling at speeds reaching 120 miles per hour. Our F-117A Nighthawk will simulate a four-ship aerial attack, something few people have had the privilege to see.

We hope that after seeing today's demonstrations, you will leave convinced that America's Air Force has capabilities beyond comparison. However, our most precious assets are the great men and women who make Holloman their home. Without them, none of this would be possible.

Enjoy your day at Holloman. Visit the planes and displays and speak to Holloman's



Brig. Gen. Kurt Cichowski

men and women who are enjoying the show with you today. They are eager to talk about

their jobs and how they serve our country here. As you visit the examples of air power from its beginnings to today's advanced technology, re-

member that America's Air Force continues to stand ready for action when our nation calls.

Thanks again for visiting Holloman today. Please be safe, drink plenty of water and have a great time!

“We hope that after seeing today’s aerial demonstrations, you will leave convinced that America’s Air Force has capabilities beyond comparison.”

Brig. Gen. Kurt Cichowski
49th Fighter Wing commander

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Holloman's heritage dates back to 1942

by Master Sgt. Greg Henneman
49th Fighter Wing historian

On June 10, 1942, an event occurred that permanently changed the face of the Tularosa Basin—Alamogordo Army Air Field opened at a site six miles west of Alamogordo, N.M. Initial plans called for the base to serve as the center for the British Overseas Training Program; the British hoped to train their aircrews over the open New Mexico skies. However, everything changed when the Japanese launched a surprise attack against the Hawaiian Islands on Dec. 7, 1941.

The British decided to no longer pursue its training program in southern New Mexico, and the United States military saw the location as an opportunity to train its own growing military. Construction began at the airfield on Feb. 6, 1942 and forces began to move in on May 14, 1942.

From 1942 to 1945, Alamogordo Army Air Field served as the training grounds for more than 20 different groups, primarily flying B-17s, B-24s and B-29s. Typically, these groups served at the airfield for about six weeks, conducting final training before heading to combat in either the Pacific or European Theater.

After World War II, the future of the base was uncertain.

In fact, rumors spread concerning the closure of the site, fueled by the fact that most operations had ceased. However, in 1947, a new era began when Air Materiel Command announced the air field would be its primary site for the testing and development of a pilotless aircraft, guided missiles and other research programs.

For the next 25 years, the site, which became known as the Holloman Air De-

velopment Center, and later the Air Force Missile Development Center, launched many missiles including Rascal, V-2, XQ-2 Drone, Falcon, MACE, Matador and Shrike.

On Jan. 13, 1948 the Alamogordo installation was renamed Holloman Air Force Base, in honor of the late Col. George V. Holloman, a pioneer in guided missile research.

Holloman Air Force Base wrote its name into the annals of American history in the 1950s and 1960s. On Dec. 10, 1954, Lt. Col. (Dr.) John P. Stapp received the nickname "The Fastest Man Alive" when he rode a rocket propelled test sled, Sonic Wind No. 1, to a speed of 632 miles per hour. Additionally, Capt. Joseph W. Kittinger Jr. stepped out of an open balloon gondola at 102,800 feet on Aug. 16, 1960, in an attempt to evaluate techniques of high altitude bailout. Captain Kittinger's jump lasted 13 minutes reaching a velocity of 614 miles per hour. That jump broke four world records which still stand today.

Another new era began in the Tularosa Basin on July 1, 1968, when the 49th Tactical Fighter Wing arrived at Holloman Air Force Base. The 49th's F-4 Phantom IIs introduced a new primary mission of fighter aircraft training and operations, which continued for



Colonel (Dr.) John Paul Stapp was not only the "fastest human on earth," he was the quickest to stop. In 1954 here at Holloman, America's original Rocketman attained a then-world record land speed of 632 mph. He went from a standstill to a speed faster than a .45 bullet in five seconds on a specially-designed rocket sled, and then screeched to a dead stop in 1.4 seconds. Throughout the run, he sustained more than 40Gs of thrust, all in the interest of safety.



Courtesy photos

the next four decades. In 1977, the 49th transitioned to the F-15 Eagle, the Air Force's top air-to-air weapon. In 1992, Holloman Air Force Base again garnered national attention when the Air Force's most technological fighter, the F-117A Nighthawk, made its home at Holloman.

Today, Holloman continues to serve as one of the Department of Defense's premier combat installations. Equipped with the world's first low observable, stealth fighter, the wing can destroy high value, heavily guarded targets anywhere in the world with limited notice.

With the assets and expertise of the 49th Materiel Maintenance Group, the wing provides the world's experts in deploying setting up, maintaining and re-deploying BEAR Base equipment. Serving as the training center for the German Air Force's Flying Training Center—coupled with the clear weather and open New Mexico skies—the historic base is poised at a prime location, ready to meet any national security requirement.

Nighthawks to fly rarely-seen 4-ship formation

Today the F-117A Nighthawk will demonstrate its firing power in the unique airpower demonstration. Flying in a rarely-seen four-ship formation, the stealth will re-enact the bombing of Baghdad, Iraq, during the opening night of Operation Iraqi Freedom. Fans will be able to experience the effects of present-day war and the fury of America's premier fighting force with this remarkably realistic demonstration.

Stationed here at Holloman, the mission of the F-117A Nighthawk is the world's first operational aircraft designed to exploit low-observable stealth technology. This precision-strike aircraft penetrates high-threat airspace and uses laser-guided or GPS-guided weapons against high value targets.

The unique design of the single-seat F-117A provides exceptional combat capabilities. The F-117A can employ a variety of weapons and is equipped with sophisticated navigation and attack systems integrated into a digital avionics suite that increases mission effectiveness and reduces pilot workload. Detailed planning for missions into highly defended target areas is accomplished by an automated mission planning system developed, specifically, to take advantage of the unique capabilities of the F-117A.

The F-117A production decision was made in 1978 with a contract awarded to Lockheed Advanced Development Projects, the "Skunk Works," in Burbank, Calif. The first flight over the Nevada test ranges was on June 18, 1981, only 31 months after the full-scale development decision. The first



Photo by Staff Sgt. Derrick C. Goody

An F-117A from the 8th Expeditionary Fighter Squadron, flies over the Persian Gulf April 14, 2003.

F-117A was delivered in 1982, and the last delivery was in the summer of 1990. Air Combat Command's only F-117A unit, the 49th Fighter Wing, achieved operational capability in October 1983.

The F-117A program demonstrates that stealth aircraft can be designed for reliability and maintainability. It created a revolution in military warfare by incorporating low-observable technology into operational aircraft.

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Rest Stop Sleep Shop

Be Smart: Keep it safe and simple with security and parking at the Holloman air show

Gate Access

The main gate is open for air show performers, shuttle buses, media, distinguished visitors, delivery vehicles and air show workers only. These guests entering through the main gate must have entry pass hanging on rear view mirror. The west gate is open for all non-base affiliated visitors and valid identification card holders.

All incoming guests must have a valid photo identification. Non-base affiliated visitors driving their vehicles on base must have a valid photo ID and current vehicle registration and insurance. Random vehicle searches will be in progress.

The La Luz gate will be closed.

Parking

Off base parking is available at the old Wal-Mart parking lot at the corner of U.S. Highways 70 and 54. Shuttle buses will continuously run from the parking lot to the base and will be free of charge. This

option is highly encouraged.

On base parking is also available. The west gate is open for all guests wishing to drive their own car on base. Security forces will direct guests to parking areas. They will direct people to the closest lots available. Handicap parking is available near the air show entrance. Only vehicles with handicap decals will be directed to the handicap parking areas.

Shuttle buses are running through base housing. Residents of base housing and the dormitories are encouraged to leave their cars at home and take one of the buses to the show.

Security

There will be a 100-percent identification check at all air show entry points. Random vehicle searches will be con-

ducted at the gates.

Small camera bags, lawn chairs, wagons, strollers, purses and blankets are allowed. All hand-carried items will be searched.

No backpacks, coolers or large bags will be admitted. Also, no glass containers, bicycles, skateboards or pets are allowed. No weapons, cutting or stabbing objects will be permitted and no mace,

pepper spray or similar items are allowed. Metal detectors will be set up at the entrances to the air show.

Military working dogs will be performing random vehicle searches at the gates and in parking areas.

Entry to the installation implies consent to personal search at any time. Confiscated items will not be returned. Please leave these items at home.



Air show 101: tips to enjoy the show

If this is your first air show or your 100th, you may find the tips below useful while you're enjoying Holloman's open house and air show.

Wear sunscreen and sunglasses, take a hat and wear comfortable shoes.

This sounds like common sense, but you'll be amazed at how much walking you'll do in the sun. Shade tents and a large hangar will be open for guests. Some fans prefer the shade of the wing of a C-5. Mister tents will be set up. Whatever your choice, come prepared to be in the elements.

No smoking!

Smoking is prohibited on the flightline at all times.

Check the local weather forecast.

Listen to the local weather, but don't let a little rain or stormy weather dissuade you from attending our exciting show. We'll work around the weather and there are many acts that continue in over-cast skies or light rain. So, you may want to pack an umbrella alongside that sunscreen.

Come early for static photos.

If you're looking to capture images of the aircraft on static display, you'll want to arrive as soon as the gates open to avoid people milling through your shot. We'll have a wide array of military and civilian aircraft and Holloman emergency response vehicles on display.

Leave unnecessary gear at home.

At most shows, you're welcome to bring

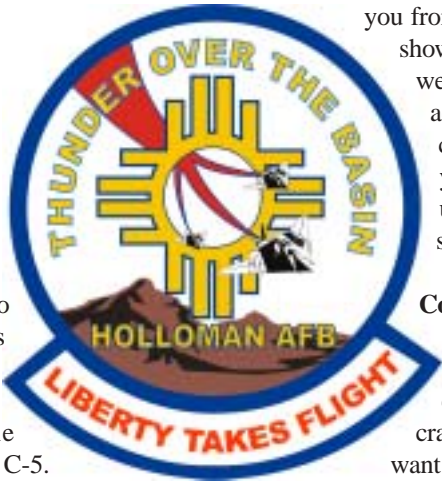
a folding lawn chair or blanket to the show. Our show prohibits coolers and large bags, so leave those items at home. Universally, pets, glass, alcohol, knives and guns are prohibited. If you don't take it to the airport, please don't bring it to the show. Prohibited items will be confiscated and confiscated items will not be returned.

Bring hearing protection.

Air shows can be a little noisy whether it's the growl of a propeller plane or the awesome roar of a jet fighter. Hearing protection is especially important for the sensitive ears of our smallest air show fans.

Pick up your trash.

You can help our pilots and our event by ensuring your trash gets thrown into a barrel, can or bag, but NOT floating loose around the flightline. Trash is a true hazard for most planes, but especially jets. A soda bottle sucked into a jet engine could potentially cause a catastrophic accident. Please don't litter!



Former Russian MiG-17 to fly over Holloman skies

The Russian MiG-17F was a formidable adversary during the Cold War. It was a rugged, reliable, agile, fast jet that carried a lethal load of weaponry, a fact that many American fighter pilots can attest to. It was also, for years, the top-secret interceptor for the Soviet Union and thus is the focus of interest when it appears at air shows.

Check-Six, a MiG-17F, one of a handful of vintage jets performing on the national air show circuit, entertains crowds with unique visuals and dynamic aerobatics. With the thundering sound of its afterburning engine, one of the first in the world, Check-Six provides a fast-paced aerobatic performance similar to the high-G demonstration of an F-16 Fighting Falcon.

The powerful, afterburning turbojet engine is capable of propelling the jet vertically from the runway to thousands of feet in just seconds. The thunder of this performance makes it a crowd pleaser and a perennial attention-getter. With a jet like the MiG-17F, the crowd appeal doesn't end with the performance. Its speed, its afterburner, its Soviet heritage and the rarity of the aircraft all combine to provide extraordinary crowd appeal for Check-Six.

The act is flown by Mr. Randy Ball, a 15-year air show veteran pilot who started by flying World War II aircraft in the Commemorative Air Force. Hailing from Dallas, Mr. Ball soloed his first aircraft at the age of 18 and today is an airline captain. He gives air show fans an energetic 15-minute aerobatic demonstration of the remarkable capabilities of the MiG-17F, including 8G turns, 500 knot passes and spectacular vertical afterburner climbs.

The MiG-17F flew predominately in the Vietnam era, with this



Courtesy photo

particular MiG taking part in the Czechoslovakian Uprising in 1968. The Check-Six MiG-17F is painted in the original paint scheme from that time. In Vietnam it was known as one of the tightest turning aircraft of the war and an extremely maneuverable gun-fighter whose capability is demonstrated at the air show. Before and after each aerial demonstration, Check-Six is on static display, offering fans the opportunity to come face to face with the aircraft and pilot.

Apache Mesa Golf Course

(572-3574)



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Lights for night play

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at the Pro-shop

5 Credits - \$5
10 Credits - \$8
20 Credits - \$15

AF SERVICES

Fitness & Sports

Fitness Fair

May 6

10 a.m. to 2 p.m.

Give aways: I C Evolution bike, Select
Tech Dumbbells and more.

Over a dozen booths with fitness information

Sponsors: Nautilus, LifeFitness, USAA, First
National Bank and Gatorade

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Lincoln National Forest

Holloman tailors air show performance to showcase Air Force's superior air power



Courtesy photo

The U.S. Air Force will showcase its superior air power with an action-packed combat demonstration.

Experience the effects of present-day war and the fury of America's premier fighting force with this remarkably realistic one-of-a-kind demonstration. Listen as air raid sirens wale, warning of an attack. Watch as four F-117A Nighthawks glide in undetected to unleash their precision-guided munitions on the unsuspecting enemy.

The F-117A demonstration will be followed by an attacking pair of F-15E Strike Eagles who will give free rein to another terror-filled round of pyro-munitions. As if that wasn't enough, we'll hit 'em again with the compact, multi-role fighter jet, the F-16 Fighting Falcon. The B-1 Lancer won't be far behind to add its powerful punch to the fight. Then the real treat is watching our German counterparts in their Tornados perform an intense, white-knuckle two-jet refueling.

Heritage Flight keeps history soaring

Named the “Best Air Show Act” for 2001 by the International Council of Air Shows, the USAF Heritage Flight program was established in 1997 in support of the Air Force’s 50th anniversary.

It involves today’s state-of-the-art fighters fly- ing in close formation with World War II and Korean War v i n t a g e

fighters such as the P-51 Mustang and the F-86 Sabre. Its mission is to safely and proudly display the evolution of United States Air Force airpower and to support the Air Force’s recruiting and retention ef- forts.

Only 18 men are allowed in the pro- gram by Air Force regulation. The mod- ern Air Force fighters are piloted by six Air Combat Command single-ship dem- onstration team pilots in the A-10, F-15 and F-16. The warbirds are piloted by 12

civilians, all outstanding pilots with a pas- sion for flying.

Some are former Air Force, Navy, Army and Marine pilots. Two of them flew around the moon on Christmas Eve in 1968 and sent the World blessings and the

first photo of Earthrise. Their ages range from 34 to 74, and many first flew P-51

Mustangs in their teens. They have been race pilots, flight instructors, astronauts, corporate executives, lawyers, film pro- ducers, airline pilots and bush pilots.

These formations take place at over 100 air shows across the United States and abroad in front of millions of spectators. The goal is to schedule a Heritage Flight at every air show where there is a single- ship demonstration scheduled reaching a potential of six separate venues every weekend.



The demonstration routine is very simple and yet very popular. The program has proven to be such an effective recruiting and public relations tool that Air Force senior leadership has continuously expanded the Heritage Flight program year after year.

A-10 demo highlights aircraft characteristics

The West Coast A-10 Thunderbolt II Demonstration Team is one of six Fighter Demonstration Teams sponsored by Air Combat Command of the United States Air Force. The West Coast A-10 Demonstration Team is assigned to the 355th Wing at Davis-Monthan Air Force Base, Ariz.

During the 2004 season, the team performed at 38 show sites in the United States and Canada for more than 15 million spectators.

The team pilot and officer in charge is Maj. Rob "Narc" Brogan, a veteran fighter pilot with over nine years experience in high performance aircraft.

The teams two NCOICs and narrators are Tech. Sgt. Rob Munoz and Staff Sgt. Chad Edwards. Safety Observers for the team are Capt. Matt Morrison, Capt. Brian Willits, Capt. Steve Hutchinson and Capt. Mike Collins.

Six crew chiefs are assigned to provide maintenance support: Staff Sgt. Kendall Kirk, Staff Sgt. Jason Clark, Staff Sgt. Jen Eriksen, Staff Sgt. Anthony



Courtesy photo

Guzman, Senior Airman Bill Liedka and Senior Airman Jerami Reyna. Three of these individuals along with a narrator travel to each show location.

The A-10 capability demonstration is designed to highlight the superior performance characteristics of the aircraft. The combination of high and low speed maneuvering, rapid rolls, maximum perfor-

mance climbs, descents and simulated weapons employments vividly illustrate the A-10 Thunderbolt II's capabilities. The demonstration team's mission is to promote recruiting and retention through understanding of the Air Force and its mission. After the show, team members answer questions about the demonstration and the Air Force in general.

F-15 Demo team shares the friendly HAFB skies

The United States Air Force F-15 East Coast Demonstration Team is assigned to the 1st Fighter Wing at Langley Air Force Base, Hampton, Va.

The demonstration pilot and team leader is Capt. Jason “Bondo” Costello of Colorado Springs, Colo. He’s a veteran fighter pilot with more than 1,500 hours in the F-15 including 30 combat missions over the skies of Iraq.

The Demo Team NCOIC is Master Sgt. Scott “Harry” Burrowsfield from Lake Elsinore, Calif., and the assistant NCOIC is Tech. Sgt. Tyrone “T-Bone” Tillery from Enfield, N.C. They lead a team of eight crew chiefs and avionics technicians assigned to provide maintenance support while the team is on the road. The team crew chiefs are Staff Sgt. Patrick Robison, Staff Sgt. Stephen Roby, Staff Sgt. Durrel Weldon, Staff Sgt. Tomasz Szymanowski, Senior Airman James Toker and Senior Airman Avery Johnston. The avionics techs are Staff Sgt. Scott Hauber and Staff Sgt.

Shirley Belvin.

Also, the team has five narrators and four safety observers. The narrators are Capt. Rochelle Brown, 2nd Lt. Wendy Condrey, 2nd Lt. Rachel Sherburne, 2nd Lt. Ali Abtahi and Tech. Sgt. Chuck Gardner. The safety observers are Capt. Greg Ebert, 1st Lt. Pete Lee, 1st Lt. John Hensz and 1st Lt. Nick Huet.

The aircraft flown during the aerial demonstration are fully combat capable and would immediately deploy to war if called upon to do so. Additionally, all



Courtesy photo

team members remain current in their wartime duties and are immediately deployable in the event of a conflict.

The demonstration team’s primary mission is to promote Air Force recruiting, retention and community relations through better understanding of the U.S. Air Force and its mission.

B-2 brings 'spirit' to Thunder over the Basin

Mission

The B-2 Spirit is a multi-role bomber capable of delivering both conventional and nuclear munitions. A dramatic leap forward in technology, the bomber represents a major milestone in the U.S. bomber modernization program. The B-2 brings massive firepower to bear, in a short time, anywhere on the globe through previously impenetrable defenses.

Features

Along with the B-52 and B-1B, the B-2 provides the penetrating flexibility and effectiveness inherent in manned bombers.

Its low-observable, or stealth, characteristics give it the unique ability to penetrate an enemy's most sophisticated defenses and threaten its most valued, and heavily defended, targets. Its capability to penetrate air defenses and threaten effective retaliation provide a strong, effective deterrent and combat force well into the 21st century.

The revolutionary blending of low-observable technologies with high aerodynamic efficiency and large payload gives the B-2 important advantages over existing bombers. Its low-observability provides it greater freedom of action at high altitudes, thus increasing its



Courtesy photo

range and a better field of view for the aircraft's sensors. Its unrefueled range is approximately 6,000 nautical miles.

The B-2 has a crew of two pilots, a pilot in the left seat and mission commander in the right, compared to the B-1B's crew of four and the B-52's crew of five.

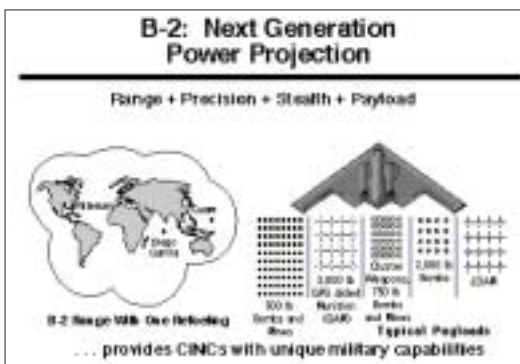
Background

The first B-2 was publicly displayed on Nov. 22, 1988, when it was rolled out of its hangar at Air Force Plant 42, Palmdale, Calif. Its first flight

was July 17, 1989. The B-2 Combined Test Force, Air Force Flight Test Center, Edwards Air Force Base, Calif., is responsible for flight testing the engineering, manufacturing and development aircraft as they are produced.

Whiteman Air Force Base, Mo., is the B-2's only operational base. The first aircraft, Spirit of Missouri, was delivered Dec. 17, 1993.

The success of the B-2 was proved in Operation Allied Force, where it was responsible for destroying 33 percent of all Serbian targets in the first eight weeks, by flying non-stop to Kosovo from its home base in Missouri and back. In support of Operation Enduring Freedom, the B-2 flew one of its longest missions to date from Whiteman to Afghanistan and back.



Graphic by Staff Sgt. Neoklis Martin

Digital Mania Zone

Electronic Gaming

Mon. - Tue. (8 a.m. - 8 p.m.)
Wed. - Fri. (8 a.m. - 10 p.m.)
Saturday (Noon - 10 p.m.)

Located in the Whispering Sands Community Center

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JR Rockers

German air force found home at Holloman

by Master Sgt. Greg Henneman
49th Fighter Wing historian

In the midst of Operation Desert Storm the Air Force publicly announced major organization realignments that again changed the face of Holloman. On Feb. 4, 1991, the announcement stated the previously classified F-117A stealth fighters would move from the "black world" to Holloman. On the same day, the Air Force announced the 20th Fighter Squadron, and its F-4 German air force training function, would move here from George Air Force Base, Calif.

After the arrival of the F-4s, the German air force sought a location for its Tornado training program. With a German force already present at Holloman, open New Mexico airspace and range locations, the Germans sought to locate this program at Holloman. By December 2000, 850 German air force personnel, flying and maintaining 42 Tornado aircraft, called south-central New Mexico home.

On Dec. 20, 2004, the 20th Fighter Squad-



German air force Tornado

ron inactivated, bringing an end to more than 30 years of German-American F-4 pilot training. It also marked the end of five decades of F-4 operations in the active duty Air Force. Although the retirement of the F-4 served as the natural progression of aircraft development and replacement, Lt. Col. Mark

Buccigrossi, former 20th Fighter Squadron commander, expressed the overwhelming sentiment.

"Everyone is saddened by the inactivation," he said. "The F-4 is like your first sports car. You hate to lose it, but times change. The F-4 will always be the Cadillac of fighters."



Photos courtesy of German air force Public Affairs



German air force commander expresses appreciation to Alamogordo

by Col. Manfred Molitor
German air force Flying Training Center commander

The German air force started flying training on Tornado aircraft in the Tularosa Basin some 10 years ago. Initially this was limited to a few advanced tactical training courses, but

since 1999 all Tornado training is done here at Holloman Air Force Base.

Excellent weather throughout the year, readily available airspace and air-to-ground ranges just around the corner make Holloman an ideal training place.

Support from and co-operation with the 49th Fighter Wing is first class and

clearly enhances training effectiveness.

And last, but by no means least, the people in and around Alamogordo make all the difference.

We enjoy the hospitality here. We're made welcome and are at home. Almost all Germans try to extend their tour here.

Schedule of Events

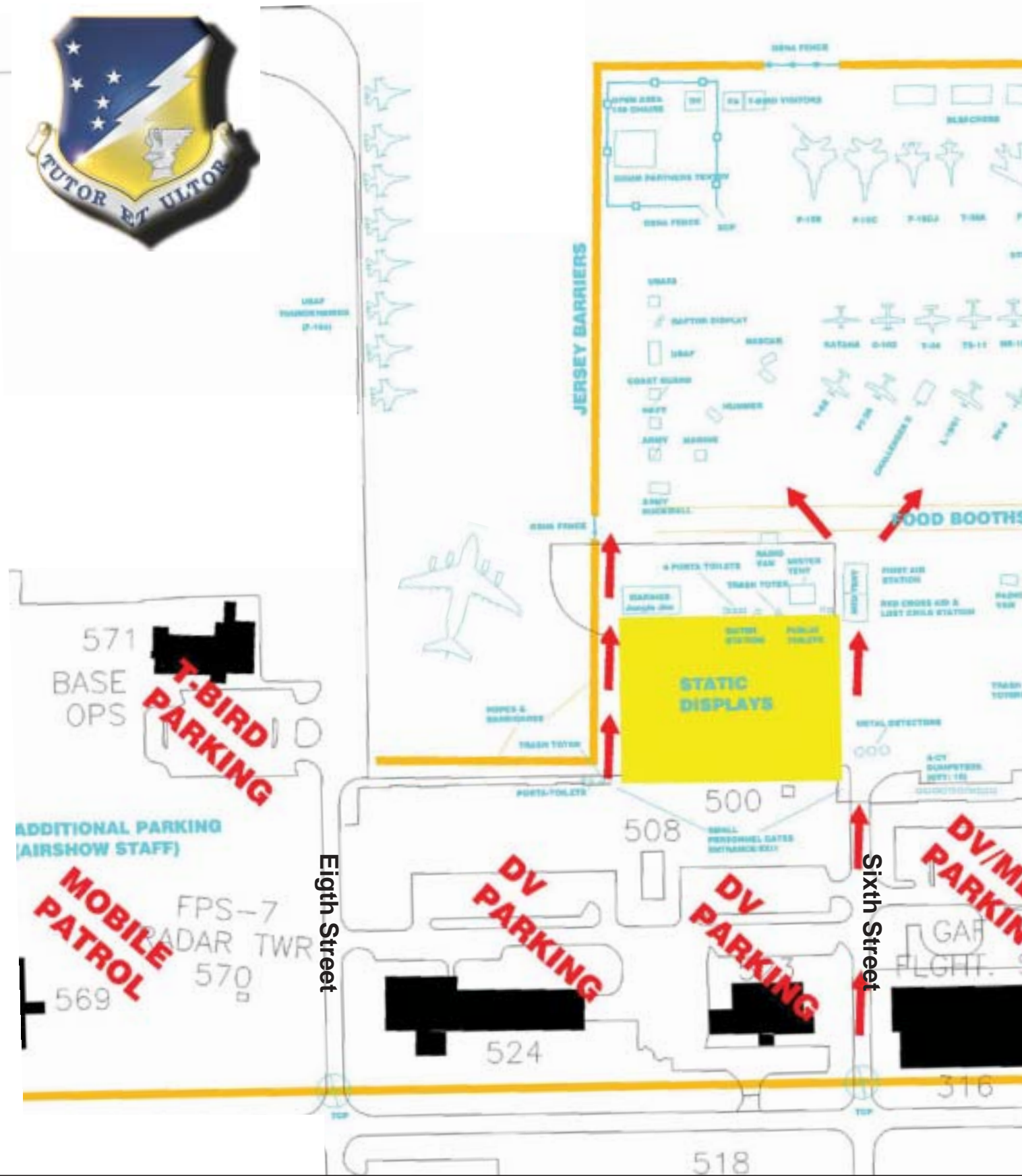
Gates open at 8:30 a.m.

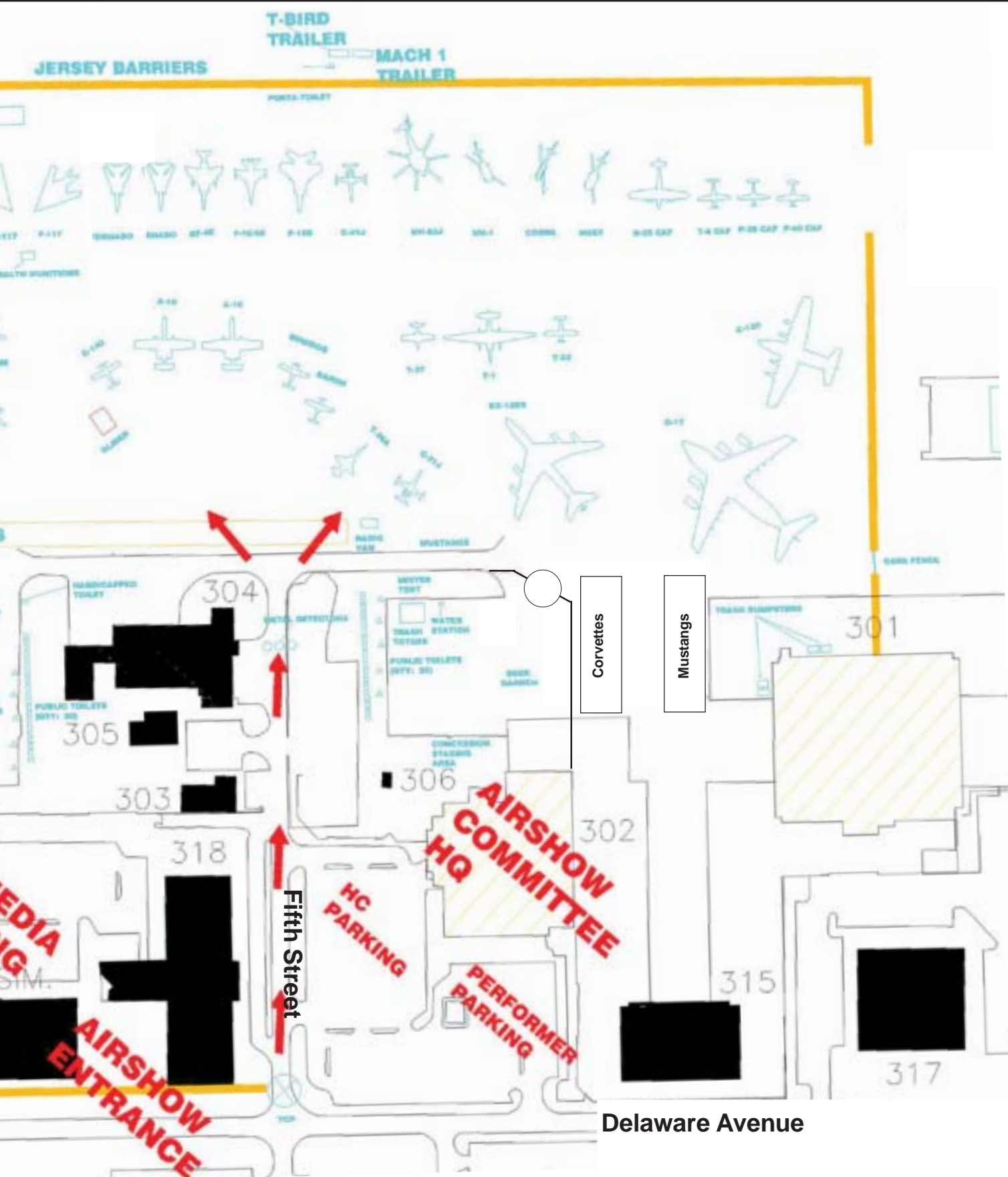
11:15 a.m.	RC Models begin flying
11:40 a.m.	National Anthem (Golden Knights Exit)
12:05 p.m.	Brig. Gen. Cichowski's Opening Comments
12:08 p.m.	4-ship T-38 Fly-By
12:15 p.m.	F-117 Demo w/ T-38 Chase
12:40 p.m.	Air Power Demo (w/pyro) -F-117 4-Ship Attack -German Tornado 2- Ship Attack -F-15E 2-Ship Attack -F-16 4-Ship Attack -B-1 1-Ship Attack
12:55 p.m.	German Tornado AAR Demonstration
1:05 p.m.	Jon Melby Pitts S2B
1:20 p.m.	A-10 Demo (w/pyro)
1:40 p.m.	F-15 Demo
2:00 p.m.	Heritage Flight
2:10 p.m.	Warbird Demo (w/pyro) (B-25, P-40, P-39, T-6)
2:40 p.m.	Mig-17 Demo
2:55 p.m.	Mike Mangold Extra 540
3:15 p.m.	Golden Knights Performance
4:00 p.m.	Thunderbirds Ground Ceremony
4:30 p.m.	Thunderbirds Performance

Gates close at 6 p.m.

Events or times are subject to change.

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Discount Pools





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ADN

Jon Melby to perform famed 'Rubber Band Man'

Mr. Jon Melby loves to fly. As a child, he used to dream about flying like a bird. He first attempted flight when he was 8 years old. He climbed onto the roof of his Duluth, Minn., two-story bungalow, tied some boards to his arms and jumped into a pile of raked leaves. Then, he fabricated a parachute using rope tied to the four ends of a blanket and the other end to his back, he then jumped again. A crowd of neighborhood children gathered to watch him fly. For the first time, he experienced the combination of flight and on-the-edge performance. He was hooked.

Throughout the years, Mr. Melby continued to pursue his dream of flying. His first airplane flight at age 12 fueled his desire to become a pilot. By age 15, he had the goal to solo in a sailplane before his 16th birthday. For one hot Arizona summer month, he rode his bicycle 45 miles to the airport each weekend to learn to fly gliders. He soloed one week prior to his 16th birthday. Then, at age 19, Mr.

Melby pursued his pilot's license by buying an airplane first, then hiring an instructor to teach him to fly.

Mr. Melby also served in the U.S. Air Force as a Special Operations MC-130 Aircraft loadmaster flying in many dangerous and classified missions. Years later, after flying with a friend in a Pitts S2B aerobatic aircraft, he found his true passion, flying upside down.

Mr. Melby received three months of aerobatic training, practiced nearly every day and entered his first aerobatic competition held in Borrego Springs, Calif.

He placed third out of 24 pilots in the Sportsman level and received the "Best First Time Sportsman" trophy. One month later, he attended two Arizona contests and placed first and second. He won the Arizona State Sportsman Champion title for that year, Walter Briggs memorial trophy for the highest scoring pilot of the year, Pitts Trophy (the highest scoring Pitts pilot) and the Sportsman Pilot of the Year. It was then that he knew aerobatics was where he enjoyed aviation the most.

Now, years later, he is an Advanced Level Aerobatic Pilot flying a beautiful black and yellow Pitts S2B.

The Pitts Bi-Plane has a 330 horsepower motor and is an exciting airplane to watch. With a black and yellow checkerboard



Courtesy photos

paint scheme, the Pitts is a classical beauty. Mr. Melby's routine includes his opening maneuver the Rubber Band Man, with torque rolls, tumbles, tail slides, plus much more. It's high energy aerobatics at its best.

His goal is to perform his aerobatic routine in as many air shows as possible in order to share his passion for flying with others.

"It's all about the air show crowd and demonstrating to them the joy of flying," Mr. Melby said, "maybe I can pass the flying bug on to them."



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ADN Autograph Page

ADN Autograph Page

Award-winning Mike Mangold flies the Edge 540

Mr. Mike Mangold's first aviation passion was skydiving, which led him to flying in 1977. He traded parachute repacks for flight time in a Super Cub at Littleton, Colo. After graduating from the U.S. Air Force Academy in 1978, he went on to fly F-4 Phantoms for 10 years, accumulating over 2,500 hours including one successful high speed ejection. His missions ranged from nuclear weapons delivery to air superiority to Wild Weasel at bases in South Korea, the Philippines, Japan, Thailand and Egypt. Mr. Mangold has flown all models of the F-4 and was the Outstanding Graduate of the Air Force's Top Gun Fighter Weapons School in 1983.

Leaving active military duty in 1989, Mr. Mangold began his airline career, first with U.S. Air then American Airlines in 1991. He has over 11,000 airliner hours flying the B-727, MD-80, BAE-146 and presently, the B-767, based in Los Angeles. In 1990, Mr. Mangold started flying air shows and competition aerobatics in a Super Decathlon. He has worked his way to the top flying a Pitts S-1, S-2, Extra 300, Sukhoi-26 and now the Edge 540.

Mr. Mangold is the 2004 Red Bull Air Race World and U.S. Champion. He has won gold, silver and bronze at the U.S.



Photos by P. Rothwell

National Aerobatic Championships. In 2002, Mr. Mangold received the L. Paul Soucy Award for the highest score in all contests throughout the year. He was a member of the U.S. Unlimited Aerobatic Team from 2000 to 2004 and a five-time California Unlimited Aerobatic Champion. His precise and spectacular flying has amazed thousands at numerous air shows throughout the nation.

Mr. Mangold has over 4,500 skydives and is a National Champion in Accuracy and Para-Skiing. He was a U.S. Parachute Team member from 1981 to 1985 and a participant in the World Record Largest Formation Skydive of 300 jumpers over Anapa, Russia in 1996. Mr. Mangold shares the Edge 540 with his wife, Julie, a four-time member of the U.S. Unlimited Aerobatic Team.





	Administrative Professional's Day Wednesday, April 27
	Teacher's Day Balloon Tuesday, May 3
	Mother's Day Balloon Saturday, May 7

Complimentary Bouquets will be available to Mother's whose spouse is deployed. (Needs to be requested by Squadron's Supervisor, 1st Shift or Key Spouse.)

Deliveries (8 a.m. - Noon) Pick-ups (8 a.m. - 5 p.m.)
Various gift items will be available for purchase at the Balloon Box. On base deliveries will be available for \$1 charge.


Whispering Sands Community Center
572-7476

Thank you

to the following community partners who contributed to
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ALL SHOW 2005

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Brown Bag

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Lockheed

Last known flying World War II T-6 trainer used by Tuskegee Airmen flies at Holloman air show

The Double Vee is the last known flying World War II T-6 trainer used by the Tuskegee Airmen. This North American T-6 was purchased by Mr. Steve Cowell of Denver, Colo. in August 1997.

It had previously been owned for 18 years by an Iowa banker. After the purchase from the banker's estate, Mr. Cowell began to research the aircraft's history through the U.S. Air Force Historical Research Agency located at Maxwell Air Force Base, Ala.

None of the plane's previous owners had ever looked into it's unique history before.

"The phone call came as a surprise," said Mr. Cowell. "I expected just a letter."

That phone call from Maxwell was followed by a letter and a copy of the aircraft's log confirming the unique history of the aircraft Mr. Cowell had purchased. According to the official Air Force records, this very well may be the last flying example of a T-6 used exclusively by the Tuskegee Airman during World War II for pilot training.

The aircraft, originally a C model manufactured in Dallas in March 1943, is now a G model. It had been converted from its original configuration in Downey, Calif., in 1951.

Mr. Cowell jokes that he and his aircraft were both nearly on the assembly line in the Los Angeles area at the same time. However, the aircraft's conversion was completed in April 1951, beating Mr. Cowell off his "production line" by a margin of 14 months.

In its days as a C model, the aircraft was used to train the Tuskegee Airmen in the methods of bombing, strafing and close air support. Upon completion of training, many Airmen went directly to the P-51 Mustang, using their newly learned skills to make one of the most significant contributions of the war.

The Tuskegee Airmen were the first African-American pilots to be allowed to fight for their country. Their story and the extraordinary hardships they endured were dramatized in a 1995 HBO movie.

The aircraft was originally named "Trouble Maker" because it was used to train pilots to make trouble for the en-



Courtesy photo

Mr. Steven Cowell beside the Double Vee.

emy. Mr. Cowell has meticulously restored the aircraft to its original paint scheme and markings it bore while in service as a trainer at Tuskegee, Ala. It's Denver area premier was at Centennial Airport's Just Plane Fun May 9, 1998.

Merchandise will soon be available for order using the trademarked name "Double Vee" in order to allow the public an opportunity to help support and preserve this unique aircraft.

Digital Mania Zone

Electronic Gaming

Mon. - Tue.	(8 a.m. - 8 p.m.)
Wed. - Fri.	(8 a.m. - 10 p.m.)
Saturday	(Noon - 10 p.m.)

Located in the Whispering Sands Community Center

The Thunderbirds

The Team

The Thunderbirds squadron is an Air Combat Command unit made up of eight pilots (six are demonstration pilots), four support officers, approximately 120 Active-duty, Air National Guard and Reserve enlisted people and four civilians performing in more than 27 different career fields.

A Thunderbirds air demonstration is a mix of six aircraft, performing formation flying and solo routines. The four-aircraft diamond formation demonstrates the training and precision of Air Force pilots, while the solos highlight the maximum capabilities of the Lockheed Martin F-16 Fighting Falcon.

The pilots perform about 40 maneuvers in a demonstration. The entire show, including ground and air, runs about one hour. The demonstration season lasts from March to November, with the winter months used for training new pilots.

Officers serve a two-year assignment with the squadron, while the enlisted corps serves three to four. Nearly a third of all personnel are replaced each year, providing a constant mix of experience levels. The squadron performs no more than 88 air demonstrations each year and has never canceled a performance due to maintenance difficulty.

Since the unit's inception in 1953, more than 315 million people in all 50 states and 60 foreign countries have witnessed the red, white and blue jets in more than 3,850 official aerial demonstrations.

The History

The Thunderbirds were officially activated May 25, 1953, as the 3600th Air Demonstration Unit at Luke Air Force Base, Ariz.

The Korean War was the first time the U.S. used jet aircraft in combat and the mission of the 3600th was to show the

American public the safety and reliability of the new technology of the time. In 1956, the team moved to its current home at Nellis Air Force Base, Nev. At the same time, the Thunderbirds traded the veteran F-84 for the world's first supersonic fighter, the F-100 Super Sabre.

From 1969 to 1973, the Thunderbirds flew the Air Force's frontline fighter of the time, the F-4E Phantom II. In 1974, the Thunderbirds converted to the T-38A Talon, the world's first supersonic trainer aircraft.

Early in 1983, the Thunderbirds transitioned to the F-16A Fighting Falcon allowing the team to demonstrate the very latest in fighter technology. In 1992, the team transitioned to the F-16C.



Courtesy photo



Thunderbird Pilots



Lt. Col. Mike Chandler, 41, in his second season, flies the No. 1 jet, leading all air demonstrations and is in charge of the 130-person squadron.



Maj. Steve Horton, 33, is in his first season flying the No. 4 jet as the slot pilot in the Diamond Formation.



Maj. Rusty Keen, 36, is in his first season flying the No. 2 jet as the left wingman in the Diamond Formation.



Maj. Scottie Zamzow, 33, in his second season on the team, flies the No. 5 jet as the lead solo pilot.



In his second season with the team, Maj. Brian Burns, 33, flies the No. 3 jet as the right wingman in the Diamond Formation.



In his first season on the team, Maj. Brian Farrar, 35, flies the No. 6 jet as the opposing solo pilot.



Golden Knights

by Army Sgt. Ann Marie Schult
Golden Knights Media Relations

Being the goodwill ambassadors for the U.S. Army is a big job, one the U.S. Army Parachute Team, the Golden Knights, thrives on. Soldiers on the Golden Knights do their best work at 12,500 feet above the earth's surface, racing to the ground at speeds in excess of 120 mph and landing with smiles, ready to do it all again. They do all of this in front of 20,000 fans.

For more than 44 years the U. S. Army Parachute Team has been entertaining both young and old with precision parachute demonstrations. In 1959 in order to compete in the then communist dominated sport of skydiving, the 13-man Strategic Army Corps Sport Parachute Team was created.

The parachute team performed so well that June 1, 1961 the Army officially recognized, designated and activated the team as the U.S. Army Parachute Team.

A year later the team adopted its nickname, the Golden Knights. Golden signifies the team's reputation of bringing home gold medals from skydiving competitions and knights indicates the team had conquered the skies and alludes to the fact that team members are champions of principle and conquest. The team earned the title of the Army's goodwill ambassadors to the world by proving time and again they are the best in the world.

The Golden Knights have performed more than 14,000 shows in all 50 states and 48 countries. Annually the team performs more than 27,000 jumps before an estimated 12 million people.



Courtesy photos

The Golden Knights have a three-fold mission: to perform aerial demonstrations to the public and promote the Army and its recruitment effort; to compete in national and international parachuting competitions; and test and evaluate new parachuting equipment and techniques for improved operations and safety.

The Black and Gold demonstration teams perform two different shows, the full show and the mass exit. Both shows begin with one jumper exiting the aircraft at 12,500 feet and flying in the national colors. Once on the ground, he or she will then

narrate for the duration of the show.

The full show consists of four maneuvers. The first being the baton pass: two jumpers exit the aircraft, meet in freefall and exchange a wooden baton, demonstrating the jumpers' control of flight

while falling at 120 miles per hour.

Next is the intentional cutaway maneuver, where a single jumper demonstrates what would happen if his parachute malfunctioned. The intentional cutaway is the only solo maneuver of the show, but one of the most exciting. The third maneuver is the diamond track. It is used to demonstrate the incredible amount of lateral movement a jumper can achieve while in freefall.

The final maneuver is the diamond formation. Four jumpers exit the aircraft separately and fly their bodies to within inches of each other; forming a diamond in the sky, yet never making contact. At the team leader's signal the jumpers will separate, streak to the four points of the compass creating a beautiful bomb-burst effect, open their parachutes and fly safely to the ground.

The mass exit show has all jumpers exiting the aircraft and simultaneously performing one of many geometrical formations in the sky. Once the parachutes open, the jumpers land on target one-by-one.



The Gold Team



Team Leader



Sgt. 1st Class Jason Davis



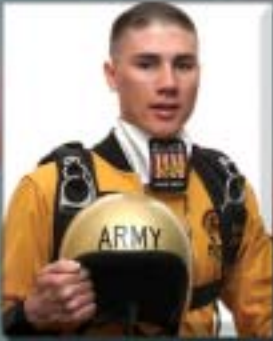
Sgt. 1st Class John Berentis



Sgt. Norma Estrella



Sgt. Jeffrey Schafer



Spc. Sean Sweeney



Sgt. Mischa Stahlberg



Cpl. Derrick Coleman



Spc. Joseph Abeln



Pvt. Jared Zell

Not pictured:
Staff Sgt. Harold
Meyers

Commemorative Air Force flies vintage aircraft at Holloman

The origin of the Commemorative Air Force dates back to 1951, with the purchase of a surplus Curtiss P-40 Warhawk by Lloyd Nolen, a former World War II Army Air Corps flight instructor.

In 1957, Nolen and four friends purchased a P-51 Mustang, each sharing in the \$2,500 cost of the aircraft. With the purchase of the Mustang, known as *Red Nose*, the group was unofficially founded. The organization was originally known as the Confederate Air Force.

Following a membership vote in 2001 and made effective on Jan. 1, 2002, the organization is now known as the Commemorative Air Force. On Sept. 6, 1961, the CAF was chartered as a nonprofit Texas corporation in order to restore and preserve

World War II-era combat aircraft. By the end of the year, there were nine aircraft in the CAF fleet. The CAF fleet continued to grow and included medium and heavy bombers such as the B-29, B-25, B-17 and B-24.

Today, the Commemorative Air Force is comprised of over 11,000 members, several hundred of whom serve as pilots and flight or maintenance crew members committed to preserving World War II American aviation heritage.

The CAF is responsible for operating a fleet of more than 140 airplanes known as the Ghost Squadron. The year 1991 marked the beginning of a new era for the CAF with the opening of the new Midland, Texas, headquarters and museum facilities.



Courtesy photo

Boeing B-17G Flying Fortress "Texas Raiders"

The CAF is an all-volunteer organization, made up of members from all walks of life.

Membership is open to all men and women, age 18 or older. You need not be a vet-

eran nor a pilot to join the CAF. Privately funded and totally self-supporting, the nonprofit, tax-exempt group is dedicated to preserving the military aviation heritage of World War II.

Jim Reith serves as air boss for ‘Thunder over the Basin’

Jim Reith joined the Canadian armed forces in August 1969 and attended Royal Roads Military College, Victoria, and Royal Military College, Kingston, graduating with honors in 1973 with a Bachelor Degree in engineering and management.

He commenced air force pilot training in October 1973 and was awarded his pilot’s wings in December 1974. He flew the FCF-101 Voodoo and the CT-33 Silver Star aircraft on 409 (AW) Fighter Squadron, Comox, British Columbia, from 1975-1978. He then instructed on the CT-114 Tutor aircraft at the 2nd CFFTS in Moose Jaw, Sask, in 1978. In 1979, Mr. Reith was selected as team pilot by the 431st Demonstration Squadron, the Snowbirds, and



flew as Second Line Astern.

He has over 20 years experience and over 15,000 hours as a commercial airline pilot with Canadian Pacific Airlines, Canadian Airlines and Air Canada. He is type rated on the McDonnell Douglas DC-10, both the Boeing 767 and 737 and the Airbus A320 Aircraft.

Mr. Reith has been Canada’s National Air Show Air Boss at Abbotsford, British Columbia, since 2001.

Jon ‘Jughead’ Counsell performs as Holloman air show announcer

Major Jon “Jughead” Counsell is a military and civilian pilot with experience in more than 35 types of aircraft, gliders, helicopters and skydiving.

He entered the Air Force in 1991 upon graduating from Central Washington University ROTC as a distinguished graduate. Since then Maj. Counsell has logged over 2,000 hours in the F-15C and the T-6 Texan II. His assignments have included flying North American Air Defense missions over Alaska in the F-15, and instructing in the T-6 with the Navy at Pensacola Naval Air Station.

Major Counsell is currently



Courtesy photos

assigned to Mountain Home Air Force Base, Idaho flying the F-15C. In addition to his flying duties, he’s a motivational speaker at the Air Force’s Squadron Officer College and public forums and has been featured on Dateline NBC and Discovery Channel, Impact. Major Counsell has been narrating air shows for over eight years.

Thanks!

Holloman gives special thanks to Mach One for providing the public address system for our 2005 Community Appreciation Day and Open House.

Blastards fire up the Holloman skies



Courtesy photos

The Blastards are a unit of the West Texas Wing of the Commemorative Air Force. The group, along with the Explosive Ordnance Detachment of the CAF, works with air shows throughout the United States performing pyrotechnic

displays to create a more realistic air show.

Through the use of pyrotechnics, an air show can come to life with simulated strafing runs, bomb drops, walls of fire, A-Bombs and 21 gun salutes.

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